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SATURDAY, MAY 15, 1909.

六拜禮 號五十月五英港香

\$55 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$14,500,000
Sterling \$1,500,000 at 1/16 = \$15,000,000
Silver \$14,500,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. GIBSON—Chairman.
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CHIEF MANAGER:
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Shanghai—W. ADAMS OAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 10th April 1909

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000
RESERVE FUND \$1,275,000
RESERVE LIABILITIES OF PROPRIETORS \$1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4 per cent.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909.

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP \$250,000,000
ABOUT \$225,000,000
RESERVE FUND \$125,000,000
ABOUT \$125,000,000

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADENBURY HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES' BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per cent. on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4 per cent. per annum.

No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 18th April, 1908.

NEDE LANDSHEER HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (\$3,750,000).
RESERVE FUND Fl. 5,752,854.44 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherbon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Achoen), Bang Djermasch, Gorraopondjati at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bango, Koh, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2 1/2 per cent. on daily balance.

Fixed Deposits 12 months 4 1/2 per cent. per annum.
Do 6 do 4 do do.
Do 3 do 3 1/2 do do.

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, KOBÉ, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, CHEFOO, TIENSIN, PEKING, NEWCHWANG, DALNY, PORT ARTHUR, ANTUNG, LIOYANG, MUKDEN, TIE-LING, CHANG-CHUN.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per cent. per annum on the daily balance.

On fixed deposit:—
For 12 months 4 1/2 per cent. per annum.

TAKAO TAKAMICHI,
Manager.
Hongkong, 22nd March, 1909.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 2 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907.

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP, Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warnecke & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Sal. Oppenheim Jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907.

Intimations.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair
Monarch Shirts \$1.25 each

Cloth Evening
Shirts From \$3.75 up
Pyjama Suits " " "

Steamer Rugs \$13.95

THE SAVOY.

Hongkong, 16th February, 1909.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to—
L. J. LOPES,
Of the Hongkong Telegraph Office.

Hongkong, 24th March, 1909.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI, NAGASAKI, MOJI, KOBÉ & YOKOHAMA	NAMUR Capt. H. W. Kennick, R.N.R.	About 17th May	Freight and Passage.
KOBÉ	SOCOTRA Capt. F. E. Andrews, R.N.R.	About 18th May	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PERA Capt. W. W. Cooke, R.N.R.	About 19th May	Freight only.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 27th May	Freight and Passage.
LONDON, &c., via usual Port	OCIANA Capt. T. H. Hild, R.N.R.	29th May	See Special Advertisement.

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 15th May, 1909.

Intimations.

LANE, CRAWFORD & CO.



8 MINUTES' EXERCISE EVERY DAY WITH SANDOW'S GRIP DUMB-BELLS AND IS DIGESTION, INSOMNIA AND SLUGGISH LIVER DISAPPEAR.
PRICE: \$6.00 per Pair WITH CART.

LANE, CRAWFORD & CO.

AQUARIUS.

A PURE, DISTILLED TABLE WATER.

In QUARTS, PINTS and SPLITS.
Mixes freely with Wines and Spirits, without in any way destroying the flavour.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.



Telephone No. 75.

Hongkong, 15th April, 1909.

Hotels.

HOTEL PLEASANTON.

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites for Single Rooms, Private Baths, Modern Sanitary Fittings, Electric-Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1909.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PRAK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1909.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 Tons, "FATSHAN" 2,500 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and at 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

During the docking of the Macao Steamers, there will be NO morning boat from Hongkong or afternoon boat from Macao, from Thursday, the 13th, to Saturday, the 15th instant. The morning boat from Macao and afternoon boat from Hongkong will run as usual.

CANTON-MACAO LINE.

S.S. "HOI SANG."
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 509 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, the 16th May,
S.S. "HEUNGSHAN"
will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.
Departure from Macao 5 P.M.
Popular Excursion Rates as usual.
Machado's String Band will play selections of Music during the Trip.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

Hongkong, 5th February, 1909.
A. F. DAVIES,
Manager.

KOWLOON HOTEL.

EMPIRE DAY.

A MUSICAL DINNER will be served on MONDAY, the 24th instant, at 8 p.m.

MENU by AH CHONG

(For many years chief Cook to late Mr. J. W. OSBORNE.)

The 105th M. L. I. Regimental Band will play Special Selections of Music during and after Dinner.

Hongkong, 10th May, 1909.

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entire New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of
L. GAMEAU, Proprietor.
N. BEUMENTHAL, Manager.

Telephone, 170. Telegrams "Astor."

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
MAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. C. Dower	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH, WILHELMSHAFFEN, SIMPSON, HAFEN and SYDNEY	"MANILA" Capt. E. Gathemann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Iscke	About SATURDAY, 20th May.
KUDAT and SANDAKAN	"Capt. F. Sembill	Beginning of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPIAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	24th May, P.M.
MARSHILLES, VIA PORTS	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	7th June, P.M.
MARSHILLES, VIA PORTS	8th June, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 11th May, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BRAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamteen.

For further particulars, please apply to the COMPANY'S OFFICE at Shamteen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Sleivent	MANILA	Immediate dispatch.

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 14th May, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. 1, and Watkins.

Yokohama, May 23rd, 1909.

To Let.

TO LET.
SHOP and DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to—

S. J. DAVID & Co.,
Prince's Buildings.
Hongkong, 25th March, 1909.

TO LET.
Nos. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.
No. 3 MORRISON HILL. Entry about 1st proximo.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 12th May, 1909.

TO LET.
GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1909.

TO LET.
OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1909.

TO LET.
A HOUSE in WONG-NEI-CHUNG ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1909.

TO LET.
TWO AIRY ROOMS in a house in BELILIOS TERRACE, first row, entrance from Robinson Road. Moderate Rental. For particulars, apply to—

"HOUSEHOLDER,"

C/o Hongkong Telegraph.
Hongkong, 5th March, 1909.

TO LET.
OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.

Apply to—

THE COMPADORE DEPARTMENT, E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909.

TO LET.
ROOMS suitable for Offices in No. 10, 108 HOUSE STREET, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & CO., LD.
Hongkong, 12th May, 1909.

JUST LANDED :

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent,
Hongkong, 30th April, 1909.

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR

LAUNCHES,

etc., etc., etc.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

First class, 9th March, 1909.

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS.

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOLEN DELAINES, NUNSVAIL-

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDECLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 20th September, 1908.

THE OPIUM REVENUE.

The inevitable reaction in connection with the opium revenue in India has now commenced. Returns published at Simla, on April 27, of the first 10 days of Bengal opium this month, and of Malwa opium, past duty last month, show a falling off as compared with the estimate of over sixteen lakhs of rupees, and as last year's swollen receipts were due, to a large extent, to forestalling this year's business, the falling off is pretty certain to increase.

FEMALE EDUCATION IN JAPAN.

MARKED DECREASE IN NUMBER OF STUDENTS.

The predilection for schooling on the part of girls in Japan is apparently dwindling. According to a Tokyo Journal, the number of candidates applying for admission to girls' schools in Tokyo this year has fallen off by almost 30 per cent. from the average number of applications. This state of affairs is causing some of the proprietors of private schools for girls to become anxious as to the future. The president of a girls' school in Tokyo points out that the rise of the mania for schooling among girls may be traced back for a period of twenty years, and became very active during the Japan-China war in 1894-5. After the Russo-Japanese war the thirst for education again increased, and girls went to school almost without exception, so that there are now very few who have not worn some time in their life the violet or purple skirt associated with female students.

This development of a thirst for knowledge gave an impetus to the establishment of girls' schools, both public and private, which together with institutions for training girls in various branches of feminine accomplishments, have multiplied year by year. Moreover, these schools and institutions have actually attracted more students than could be accommodated. Female education almost became a fashion, and can hardly be regarded as the result of an increased desire or necessity for the education of girls. As anticipated, not a few girls who have been trained in the schools have become bad characters in their after-life, while others have been inclined to disturb the harmony of the home, so that the merits of female education have now been called into question. During the past two or three years this school mania has much abated. This year, in particular, the change is very noticeable. The number of applicants for admission into the Tokyo Female University, the Female Higher Normal School, and all other higher female technical schools has shown a decrease of from 20 to 30 per cent. on the figures for last year. The same statement applies to other technical schools, which used to attract every year double the number of applicants for whom there were vacancies, but this year the required number has scarcely been obtained. In some cases the number of applicants has been too small to form even one class.

A similar state of things prevails in the interior. The abatement of interest in female education may be partly due to the depression of trade, but the principal cause is probably the passing of the fashion. On the other hand, private tutors in Tokyo show a disposition to increase in number and are becoming more prosperous. Each of these tutors has in his charge more than ten pupils, amongst whom there are often girls of good families. This is a new feature of educational activity which should be specially taken into consideration by educationists.—Japan Chronicle.

DECAY OF HEAD HUNTING.

GRUESOME RELICS IN BRITISH NORTH BORNEO.

Recalling the manners and customs of good old times the decay of head-hunting as a pastime is becoming quite noticeable in these parts, writes a correspondent in Province Clarke to the *British North Borneo Herald*. In fact, the latest head I have seen is now nearly two years old, already losing its original brightness and growing as dull and grimy as the rest. It was a beautiful specimen of Tagal work; the eye sockets filled with gutta and set with scarlet seeds, and a splendidly barbed curving proudly upwards from the nasal cavity. In one or two places in the Bolo valley, close to the sites of former houses, are the remains of figures such as children at home might build with sand on the sea shore—crops, 20 or 25 feet long with played out feet made of earth piled up till the crock back was some three feet high. The head originally showed a gaping mouth and realistic teeth made with bits of wood or bark. After a particularly successful raid, and if the house could stand the large expenses involved, one of these figures might be constructed. The heads taken were placed within the monster's open jaws and all the house, their neighbours and friends, would dance round and sing for many days, fowls and kobsas at the crock's mouth. Whether these animals were merely killed for the feast or were sacrificed to the crock or to the house, or to any special deity I could not then learn. The chief to whom I was talking, and who had made the particular figure to which I was referring merely said that he had made a deer, not a crock, and changed the subject abruptly—possibly offended at my failure to recognise his handiwork, or perhaps fearing awkward questions, as the district officer was also present and listening. Another figure which I saw afterwards was admitted to be a crock. The Kaniming Murois are said to have made these figures also.

WEISMAN, LIMITED.

OUR BUSINESS has been REMOVED to No. 14, DES VOEUX ROAD CENTRAL (formerly occupied by Midland Coy.)

Hongkong, 29th April, 1909.

WEATHER-FORECAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast, in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal No.
1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and a H.U.M. below. Indicates a Typhoon to the North-East of the Colony.
 3. A DRUM. Indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and a DRUM below. Indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and a BALL below. Indicates a Typhoon to the South-West of the Colony.
 7. A BALL. Indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and a BALL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.
A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNAL.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

- I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.
- II. Three Lights, Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.
- III. Three Lights, Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.
- No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.	Aberdeen.
Waglan.	Sai Xi Wen.
Stanley.	Sai Kung.
Cape Collinson.	Sai Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a storm warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Water Police Station.

F. C. FROD.

15th May, 1909.

Intimation.

Powell's
Furnishing
DepartmentALEXANDRA
BUILDINGS.

(FIRST FLOOR)

CHINA.

We are now showing our new
"ART" TOILET SETS in four
lustrous art glazes.

CRUSHED
STRAWBERRY
CELESTINE BLUE
BRONZE GREEN
and

ORANGE

AT 9.75 per set of
6 pieces.

also a useful and artistic
WHITE and GOLD SET

AT 7.50 per set of
6 pieces.

We are offering our customers the
unique advantage of being able to
purchase any single piece of either
of the above toilet sets, to replace
breakages.

CURTAINS.

Our range of summer curtains is
now complete with new and select
patterns, from the lowest priced
SCOTCH LACE to REAL SWISS
at prices to suit every income.

THE "POLO"
SCOTCH LACE
4 YARDS LONG.

At 5.00 per pair
is strongly recommended as a strong
and inexpensive, good washing
curtain, in white only.

We also stock these Curtains at
0.25, 7.50, 8.50, 10.00, 12.50,
15.00, and 18.50 in white and ecru
and in a large variety of designs.

Our MUSLIN CURTAINS com-
prise all the latest styles, in
Plain, Frilled and
Bordered, Madras in
white and ecru

WHITE & FIGURED
BOOK MUSLINS.

FRILLED COIN
SPOT
BOOK MUSLINS
and
EMBROIDERED
SWISS.

POWELL'S
ALEXANDRA
BUILDINGS,
and
28, Queen's Road.

Hongkong, 11th May, 1909.

For Sale.

FOR SALE.

Just Unpacked
AN ASSORTMENT OF
FLOWER SEEDS
FROM LONDON PER LAST ENGLISH MAIL.
Also
BEST AMERICAN
SUGAR CORN SEEDS
FROM CALIFORNIA
ALL IN PACKETS,
at

10 Cents each.

Apply to—
GRACE & CO.,
No. 47, Des Vaux Road.
Hongkong, 13th May, 1909. (359)

FOR SALE.

"ADLER"
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7
with the latest improvement, the
lightest touch, the strongest and the
best ever produced.

We sell our Adler under our
guaranteed terms.

A few lines will bring the Adler
to your office free trial.

We sell various makes of second-
hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE
DEPOT,

33-35, Des Vaux Road, Central,
Hongkong.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks, of 175 lbs. net \$5.50 per Cask
ex Factory.In Bags, of 50 lbs. net \$8.45 per Bag
ex Factory.

SHEWAN TOMES & Co.,
General Managers.
10, Robinson Road, Hongkong.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTESAND
TOILET REQUISITES

FOR SALE.

12, D'ARVILLE STREET
HONGKONG.THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGON (TASSEL) FORM.SELF CURE NO. 1 (TASSEL)
MARVEL UPON MARVEL!NO SUFFERER
NEED NOW DESPAIR.

but without running doctor's bill or falling into
the deep ditch of quackery, may safely, speedily
and economically cure himself without the knowl-
edge of a second party. By the introduction of
"THE NEW FRENCH REMEDY"

THERAPION

a complete revolution has been wrought in the
department of medical science, whilst thousands
have been restored to health and happiness who
for years previously had been merely dragging
out a miserable existence.

THERAPION No. 1—The Universal
Remedy for all diseases, supporting the
system, the use of which does irreparable harm by
laying the foundation of disease and other
serious diseases.

THERAPION No. 2—The Universal
Remedy for all diseases, supporting the
system, the use of which does irreparable harm by
laying the foundation of disease and other
serious diseases.

THERAPION No. 3—The Universal
Remedy for all diseases, supporting the
system, the use of which does irreparable harm by
laying the foundation of disease and other
serious diseases.

THERAPION No. 4—The Universal
Remedy for all diseases, supporting the
system, the use of which does irreparable harm by
laying the foundation of disease and other
serious diseases.

Sold by all Chemists.

A LION HUNT IN ZULULAND.

RESIDENT MAGISTRATE'S EXCITING
ADVENTURE.

Mr. Oswald Fynsey, the resident magistrate
at Umhombi, Zululand, had the good fortune
the other day to bag three lions. The *Times*
of Natal prints a private letter to Sir Charles
Saunders, in which he describes the hunt.

Two of the lions—a lioness and her mate—
were fighting in Mr. Fynsey's presence, and
were shot without much difficulty, although
the lioness charged him savagely. Regarding
the third and largest lion, he writes: "The
race was quite exciting. The lion had 200
yards to go, and I about 400 to reach the gap
he was evidently making for. He didn't
seem to be going hard, but I don't think
I gained a foot, and he was just
about to prove an easy winner by 200 yards,
when, with a despairing shout, I put up to
take my one remaining chance. To my joy,
he stood, and turned, his crest towards me,
apparently in response to my exhortation, which,
I fear, was of an uncomplimentary nature.

My shot struck him on the left, at the base
of his neck, and, swinging round with a growl,
he bolted into a thicket on his right. The dogs
ran forward at the shot, and getting on the
scents, they took it to the edge of the bush,
where they waited for me to come up. On my
doing so the plucky little beast went in without
any hesitation, and I followed, feeling quite
assured that the dogs would give me due
warning of the lion's presence.

The undergrowth was so thick that I could
see nothing till there was a sharp bark from
Niba, a rush to my left, and I caught a glimpse
of one of the dogs, thinking that the lion
was making for the "gato," again, I charged
out of the bush (it was only about twenty yards
in diameter), hoping to get a shot as he cross-
ed the intervening space, and came on to the
two terriers.

The dog went in again immediately, and as
I followed him the little bitch dashed past me,
straight on to the lion. There was a growl,
a yelp, and the little bitch landed back at my feet
quite dead. Simultaneously the lion showed
himself about eight paces to my left. I had
him covered, and fired before he had time to do
anything more than growl and look very un-
pleasant.

My shot struck him just about the left eye,
and he went down. I reloaded my right barrel,
and was ready for him as he got up. This time
he tried to come on in a noisy sort of way, but
my bullet went through the corner of his left
eye, and, as I found afterwards, shattered the
left side of his brain-box.

I followed the two others for some distance,
but the scrub got so thick that it became im-
possible to proceed, except on hands and knees,
so I gave them best. The lion was a full-grown
male, with fine mane and coat; and though I
did not measure him, he struck me as being of
extraordinary length.

POMPEY'S PILLAR DAMAGED.

PART OF THE MONUMENT FALLS.

Cairo, April 6.—A great misfortune has just
befallen one of the few remaining relics of
Alexandria's former greatness. A large portion
of the monument known as Pompey's Pillar fell
the other day, and in its descent greatly dam-
aged the pedestal.

Pompey's Pillar is the most important relic
of antiquity in Alexandria. It is made of red
granite from Assuan. The foundation-stones
were taken from adjoining ancient buildings,
one of them bearing the name and figure of
Setheos I., of the nineteenth dynasty, who
reigned 7300-3000 B.C. The column was over 80
feet high and was 3 feet wide at the summit.
The pillar was erected A.D. 303 by the prefect
Pompey as a landmark to mariners, and later
on a statue of Emperor Diocletian was placed
on it by the prefect Posidius. At first it was
thought to mark the burial place of the great
Pompey. The fall of the masonry made a
tremendous noise, and greatly perturbed the
people in Alexandria.

This damage to Pompey's Pillar is all the
more distressing as it has occurred on the eve
of the Archaeological Congress which is to meet
this coming week. The Congress was first held
at Athens in 1905, and Cairo has been chosen
for the second meeting. Over six hundred
delegates have notified their acceptance of in-
vitations. Great Britain will be represented
by Dr. Wallis Budge, the well-known Egypto-
logist, and Mr. A. Hamilton Smith, head
of the Greek and Roman sections at the
British Museum; Austria-Hungary by Dr.
Emile Reich, of Vienna University; and Mr.
Joseph Hampel, delegate of the Hungarian
Academy. France is sending M. Theodore
Reinach, of the Institute, Mlle. Lucie Berlioz,
delegate of the Ministry of Education, and
M. Ernest Leroux amongst others. M. Naville,
the eminent excavator, represents Geneva
University, and Dr. Georges Reisner, also of
Oriental fame, is one of the American dele-
gates. Every country is fully represented, and
the above are only a few of the many well-
known archaeologists who are coming.

The Khedive has evinced great interest in
the Congress, and will preside at the opening
sitting at the Opera House on the 10th inst.,
when he will deliver an inaugural speech. His
Highness will hold two receptions for the
delegates, one on Easter Monday at Abdin
Palace and one two days later at the Delta
Barrage. The Congress will meet daily at the
Opera House up to the 15th inst., and will,
of course, visit all the sites of interest. The sit-
tings will be held in Alexandria, and the dele-
gates will visit the ruins of St. Mark's City,
where Professor Kauffmann will explain his
wonderful excavations.

Over eighty papers will be read during the
Congress, and the communications made will
be of exceptional interest. The Congress is not
merely one on Egyptology and Arab art, but it
will constitute a study of Greece, Rome, and
Byzantium in respect of their connection with
Egypt.

WATER RETURN.

Level and storage of water in reservoirs
on the 1st day.

CITY AND HILL DISTRICT WATER WORKS.

LEVEL.	1908.	1909.
Tytam...	30' 51" below overflow	60' 21" below overflow
Tytam Byewash...	24' 1" below overflow	24' 81" below overflow
Tytam Intermediate...	6' 3" below overflow	17' 1" below overflow
Pokfulum...	8' 0" below overflow	17' 4" below overflow
Wong-nai-chung...	13' 4" below overflow	31' 21" below overflow

STORAGE GALLONS.

	1908.	1909.
Tytam...	120,510,000	55,718,000
Tytam Byewash...	808,000	781,000
Tytam Intermediate...	98,203,000	112,499,000
Pokfulum...	48,410,000	11,620,000
Wong-nai-chung...	15,310,000	2,704,000

Total..... 392,410,000 83,322,000

Consumption of water in the City and Hill
District during the month of April.

	1908.	1909.
Consumption.....	130,004,000	115,640,000 gallons
Estimated population.....	206,610	207,410
Consumption per head per day.....	20.2	18.4 gallons

Constant supply in all districts during April, 1908.

Intermittent supply by Rider mains in Rider

main districts during April, 1909.

The return of consumption is subject to
error owing to the difficulty of accurate mea-
surement whilst the extension works at Albany
Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.

	1908.	1909.
Kowloon...	30' 4" below overflow	32' 3" below overflow

STORAGE GALLONS.

	1908.	1909.
Kowloon...	116,000,000	99,225,000 gallons

Consumption of water in Kowloon during the

month of April—

	1908.	1909.
Consumption.....	21,020,000	23,788,000 gallons
Estimated population.....	82,500	87,300
Consumption per head per day.....	8.4	9.0 gallons

The Government Analyst reports that the

water is of excellent quality.

W. CHATHAM,
Water Authority.

Intimations.

THE DRAPERY
EMPORIUM,
7, Lyndhurst Terrace.

ALWAYS IN STOCK.

EUROPEAN, INDIAN AND CHINESE
USEFUL ARTICLESCLOTHING, FANCY GOODS
and TOYSAT
VERY NORMAL PRICES.

READY FOR SALE.

The Latest Style Goods for Present Season
Gentlemen's and Children's.

HATS, BONNETS (H.T. Flowers), RIB-
BONS, LACE, BRIDAL VEILS,
FANCY DRESS GOODS, MUSLINS,
LAWNS, MAINSODS, SHIRT-
INGS, ALPACCAS, HOSIERY,
ENGLISH AND AMERICAN FOOT-
WEARS, &c., &c.

Prices and Samples on application.

Best attention to all Cash and Order

Hongkong, 16th April, 1909. (346)

Benger's Food is
mixed with fresh
new milk when
used, is light
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

Benger's Food is sold in bottles by all

Chemists, etc., everywhere.

BENGER'S
FOOD

Intimations.

THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It
was an experienced old diplomat who said this
to a beginner in the work. It may pass in some
things, but not in business. Fraud and decep-
tion are often profitable so long as concealed;
yet detection is certain sooner or later; then
comes the smash-up and the punishment. The
best and safest way is to tell the truth all the
time. Thus you make friends that stick by you,
and a reputation that is always worth twenty
shillings to the pound everywhere your goods
are offered for sale. We are able modestly to
affirm, that it is, on this basis that the world-
wide popularity of

VAMPOLE'S PREPARATION

rests. The people have discovered that this
medicine is exactly what it is said to be, and
that it does what we have always declared it
will do. Its nature also has been frankly made
known. It is palatable as honey and contains
all the nutritive and curative properties of Pure
Cod Liver Oil, extracted by us from fresh cod
livers, combined with the Compound Syrup of
Hypophosphites and the Extracts of Malt and
Wild Cherry. A combination of supreme
excellence and medicinal merit. Nothing has
been so successful in Anemia, Scrofula, Bron-
chitis, Influenza, Loss of Flesh and Wasting
Diseases, Weakness and Low Nervous Tone,
and all complaints caused by Impure Blood.
Dr. Austin D. Irvine, of Canada, says: "I
have used it in cases where cod liver oil
was indicated but could not be taken by the
patient, and the results following were very
gratifying." It is effective from the first dose
and agrees with the most sensitive and nervous
stomachs. It cannot deceive or disappoint you,
and comes to the rescue of those who have
received no benefit from any other treatment.
It stands for the medicinal triumphs of the age.
"Watch carefully against imitations." Sold by
chemists throughout the world.

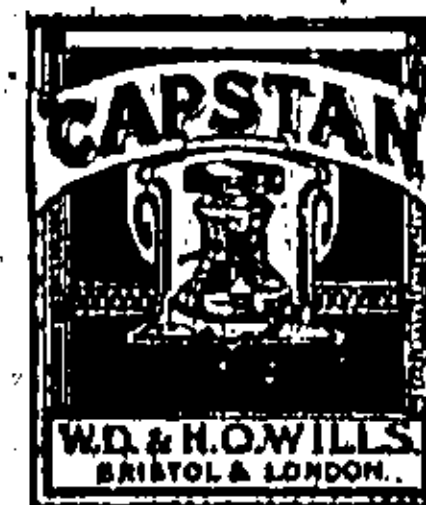
THE TRADE MARKS ORDINANCE,

1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

NOTICE is hereby given that BRITISH-
AMERICAN TOBACCO COMPANY,
LIMITED, Registered Office, Cecil Cham-
bers, 36, Strand, London, W.C., England,
Tobacco Manufacturers, have on the 2nd day
of April 1909, applied for the registration, in
Hongkong, in the Register of Trade Marks, of
the following Trade Mark:—



in the name of BRITISH-AMERICAN TO-
BACCO COMPANY, LIMITED, who claim
to be the sole proprietors thereof.

The Trade Mark has been used by the Ap-
plicants in respect of the following goods:—
Manufactured Tobacco, in Class 41.

A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 16th day of April, 1909.

BRITISH-AMERICAN TOBACCO CO., LTD.,

J. W. PAGE,
Assistant Secretary.

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Auction.

PUBLIC AUCTION,

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,

on

TUESDAY,

the 18th May, 1909, at 11 A.M., at The Hong-

kong and Kowloon Wharf and Godown

Company's Godowns, Kowloon,

ex S.S. "SCANDIA,"

767 Bales PAPER,

203 Bales CELLULOSE,

40 Bales FIBRE,

AND

25 Bales WOOLLEN YARN.

(All more or less damaged by sea water).

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 12th May, 1909. (409)

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"SILVIA"

Captain Porcelius, having arrived, Con-

signees of Cargo are hereby requested to send

in their Bills of Lading for countersignature

by the Undersigned and to take immediate

delivery of their goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary is given before TO-

DAY.

Any Cargo impeding her discharge will be

landed at Consignees' risk into the hazardous

and/or extra hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Com-

pany, Limited, and stored at Consignees' risk

and expense.

All Claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognised.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 21st inst. will be sub-

ject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 20th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 14th May, 1909. (414)

Consignees.

S.S. "POLYNESIE."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
S.S. *Sidon*, from Havre ex S.S. *Sidon*,
and from Bordeaux ex S.S. *Ville de Dunker-*
que, in connection with above Steamer are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, at Kowloon, whence
delivery may be obtained immediately after
landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 9 A.M. TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered
at 11 MONDAY, the 17th May, at Noon,
will be subject to rent and landing charges.

All claims must be sent in to me on or before
the 17th May, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 17th May, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 10th May, 1909. (410)

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamer

"OCEANA,"

FROM BOMBAY, COLOMBO

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
AND
BUBONIC PLAGUE

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint.....50 cents

" " Gallon\$2.00

A. S. WATSON & CO

HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY.
HONGKONG, 27th March, 1909.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 15, 1909.

INCAPACITY, INCOMPETENCE
OR MISREPRESENTATION?

We assume that by this time readers who are interested in the construction of the Kowloon-Canton railway have made themselves acquainted with the report submitted to the Legislative Council on the subject and the statement delivered by His Excellency the Governor in explanation of several of the items contained in that report. Nobody realises better than we do the unfortunate position occupied by a Governor in relation to this matter which was engineered and started under the auspices of one who devoted funds without the sanction of the Council to the inauguration of works entirely without the knowledge of the people's representatives. Not that we would suggest these funds were improperly directed. What we wanted to know was the actual condition of things on the railway construction works, the progress of the operations, the character of the line, the probable ultimate expense of the undertaking—a mere matter of 25 miles or less—and the estimated date of its completion. None of these details were furnished by the predecessor of Sir Frederick Lugard. Over and over again we demanded a statement, but either the unofficial members of the Legislative Council were too busily concerned with other interests or too much under the thumb of one who believed himself to be a sort of omnipotent deity to press the question. All along we have held the belief that there has been mismanagement or, at least, lack of vision exhibited over the construction of this simple task of running a line from Kowloon to Samcheu. We have heard of bridges built on mud, of culverts washed away by innocent fishnets, of things done that had to be undone, of needless expenditure incurred owing to the want of common discretion, but the Government steadfastly refused to supply the information which belongs of right to every individual who contributes to the taxes imposed by the Colony's administration. Were we wrong when we asserted that all was not well with the railway, that serious deficiencies were in evidence, that vast amounts over and above the approved estimate would be necessary

before the line even approached completion, that the mysterious absence of official data on the subject was suspicious? A glance at the "appendix" laid before the Council on Thursday, taken in conjunction with the Governor's views, does not, we think, controvert the general trend of ideas we have previously submitted. A more depressing account could scarcely be imagined. A miniature railway line which was to cost a mere five millions in dollars on the original estimate will, it has been discovered, cost not less than double that sum and probably treble the first estimate. The truth had to come out sooner or later and it is fortunate that in Sir Frederick Lugard we have one who has the courage to lay the plain facts before those who are entitled to know and to shoulder valiantly a burden with which he has been involuntarily saddled. We hesitate to suggest that there has been incompetence displayed in carrying out this work of connecting Kowloon with Canton by a single line of rails. We disclaim any special technical knowledge of an extremely technical question, but from the standpoint of ordinary laymen we must say that in our opinion there has been gross carelessness somewhere. Why all this miscalculation, under-estimation, and apparently practical inability to understand the situation, to make allowances for the special conditions prevailing in the New Territories? Why at this late hour of the day should we have to learn that earlier operations have resulted in a grand fiasco? Was there then no reason for all the secrecy that has been maintained up to the present time? Were we concerned with a private corporation we should have something more to say, but as the officials on the railway are, as officials, tongue-tied and helpless in face of press criticism, we say nothing. But we can think, furiously. What would you, the reader, think if, as a shareholder in a British or foreign railway company, the general manager and chairman of directors reported that all previous estimates as to the cost of construction of the ridiculously small side line were absurd and futile, that an adventure which had been embarked upon with light heart and easy conscience was likely to prove a disastrous speculation? Because that is the light in which the matter has to be viewed. It may be said that all Government enterprises are expensive, but that is no answer to the question. Somebody would have to be hauled over the coals, and somebody would receive the orders of the "big stick" and the mailed glove, both combined and neither antagonistic. It is not surprising that when the Governor, in presenting one of the most explicit and plain reports on the subject of the railway, should declare that it was "not an exhilarating subject." That was a most euphemistic way to describe a heart-breaking affair, and it only shows how foolish it is on the part of the Government to refrain from taking the public into its confidence. Had we known, as we should have known long ago, the state of affairs and been enabled to realise how far anticipations were at fault, there would be less cause for criticism to-day. We should have been prepared for what we must now regard as the inevitable. But when we are kept in ignorance of the financial and operative doings of the Government undertaking, when the confidence of those who wish the Government well is repulsed and slighted and when we only learn at the last moment, when concealment is no longer possible, that our fond hopes and beliefs are without foundation and that pessimistic views are confirmed, how shall we take it? Probably the only way is to make the best of a bad bargain, to put it in commonplace language. Of course, we, or most of those who read this, will have to pay the piper and look as happy as possible under the circumstances. The curious fact is this—that if a private firm should make such egregious mistakes as those attributed to the originators of this Kowloon-Canton railway they would not only be ostracised but buried and forgotten. Perhaps we had better leave the matter at that and leave readers who have perused the Governor's report to their own reflections. The one thing to remember is that in no way is the present Governor responsible for the derelictions of his subordinates except as administrative head of the Colony of Hongkong and to him our sincere sympathies are due for having to present in person an account of improvident incapacity which it was his misfortune to have to place before the Legislative Council two days ago.

LOCAL AND GENERAL.

THE English mail of the 17th April was delivered in London on the 14th inst.

THREE months' hard labour and three hours' stocks were awarded a coolie named Wong Chue Pak for stealing 2½ lbs. of gelatine.

FOR assisting and assisting a European constable while on duty in Connaught Road Central, a coolie was fined \$5 in the Police Court to-day.

HIS Excellency the Governor has been pleased to appoint Mr. A. E. Wood to act as Assistant Registrar General and Deputy Registrar of Marriages during the absence on leave of Mr. E. D. C. Wolfe, or until further notice, with effect from 1st inst.

It is noted that Monday, the 24th instant, will be observed as a public and a bank holiday, under the provisions of the Victoria Day Ordinance, 1903.

An application has been made to the Ministry of Agriculture, Industry and Commerce by a Chinese merchant for permission to start gas-works in Peking.

MARQUIS ITO has addressed a letter to the Waiwupu on constitution in China and advises her to model her constitution on the systems of Germany and Austria.

MR. D. W. TREATMAN will act as Assistant District Officer, Police Magistrate, and Assistant Land Officer for the Northern District of the New Territories, with effect from 12th inst.

NAGOSKI is to have a splendid hall for gishu dances shortly. The cost of the building alone is estimated at ¥20,000, while an additional ¥30,000 will be expended on decorations and fittings.

HIS Excellency the Governor has been pleased to appoint Mr. P. J. J. Wodehouse to act as Deputy Superintendent of Police and of Fire Brigade until further notice, with effect from 12th inst.

ALTOGETHER, one hundred and two decorations of the Order of the Double Dragon have been conferred on the Special Envoys to the late Emperor's funeral and their staffs by the Emperor of China.

TWO coolies and a farmer travelled on board the s.s. *Hoi Tung* from Kowloon to Hongkong without paying for their passage. At the Police Court, to-day, they each had to pay \$18 each for the privilege.

A YOUNG German resident of Tientsin, Mr. Otto Wondel, who was formerly in the employ of Messrs. Carlomagno and Co., but latterly had been engaged in business on his own account, has died of hydrophobia, having been bitten by his own dog. Mr. Wondel was married, and his wife had recently left for home.

HIS Excellency the Governor has given his assent in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—No. 3 of 1909.—An Ordinance to amend the Evidence Ordinance, 1889; and No. 4 of 1909.—An Ordinance to amend the Wireless Telegraphy Ordinance, 1903.

PRINCE SU has asked that the Tls 280,000, yearly allowance paid to the Imperial Household at New Year, and ordered by the Luog Yu Empress Dowager to be remitted, may be applied to be needs of the Navy. The Prince Regent has acceded to the request, but is waiting to obtain a Decree from her Majesty signifying her consent.

AN old lady of 112 years of age has just died in New York. She was born in Hungary on January 3rd, 1797, and had been ill only a few days. It was her boast that she never had a doctor in her life, and one was not called for until two days before her death. Five children, fifty-four grandchildren, and eighteen great grandchildren survive her.

THE court-martial in connection with the theft of documents containing war secrets in charge of the 35th Regiment at Kanazawa has now been concluded. The culprit being a Chinese officer, says a Kanazawa dispatch, the court-martial is incompetent to try the case, which is to be submitted to the Kanazawa Chibo Saiban-sho for trial.

H.E. HSU CH'ANG has presented the Prince Regent with three hundred Arabian horses, which His Highness has ordered to be given to the Ministry of War. Owing to the continued illness of President Jung Ching of the Ministry of Education, H.E. Pao Hsi is likely to be appointed Acting President, and P.E. Chen Pao-shen will be appointed acting Vice President.

A VANCOUVER despatch, of 6th ult., says:—The R. M. S. *Montezuma* will leave this afternoon on arrival of the train from the East. She is carrying a heavy cargo, amounting to about 2,800 tons. The chief consignments are 500 tons of herring, about the same quantity of flour, 575,000 feet of lumber for Hongkong, and a large amount of machinery, including two locomotives for the same destination.

ACCORDING to a Chinese report the Prince Regent has decided that the youthful Emperor should begin his education next year. His Highness recently granted an audience at which he ordered Grand Councillor Chang Chih-tung to draw up the course for the Emperor's education. H.E. Chang deems the matter of utmost importance and will ask to be allowed ample time for the task, so as to enable him to draft the course with care before submitting it for Imperial approval.

A NAGASAKI dispatch to the *Asahi* reports that the Russian steamer *Amur* which was seized at Nagasaki in connection with a claim for coal supplied, was recently sold by auction, the vessel falling to Mr. Koga, of Nagasaki. The ship has now been purchased by Count Kaiser, of Russia, for ¥30,000, and is to be put on the run between Sigatsha and the littoral of Siberia. The steamer will be repaired at Nagasaki before leaving for the north, and a crew has already been signed on.

It is stated by a Shanghai Chinese contemporary that some Chinese merchants have subscribed Tls. 500,000 of capital and propose to open a Chinese-Mongolian Bank at Taosantzu, Manchuria, for the remittance of duties on hides and cattle from Mongolia. At their request the Viceroy of Manchuria has brought the matter to the notice of the Ministry of Agriculture, Industry and Commerce, which thought it advisable to order that the bank should be registered, according to regulations, with the Ministry of Finance.

KOWLOON-CANTON RAILWAY.

MEDICAL OFFICER'S REPORT.

The report of Dr. J. W. Hartley, M.B., railway medical officer, for 1908, is as follows:—

Mr. Naidu has been stationed at North Face Camp (No. 2 Tunnel) throughout the year.

Mr. Chan Tsan Kun was appointed as an extra assistant medical officer on August 13th and has been stationed at Tai Po Kau.

Mr. Kelly, sanitary inspector, has been stationed at North Face Camp (No. 2 Tunnel) and has been carrying out the sanitary work at various camps.

The general health of the railway staff shows a distinct improvement during the year, more especially in the camps at Beacon Hill Tunnel where there has been a reduction of approximately 50 per cent. of cases of malarial fever.

A similar reduction has taken place in entries for dysentery and beri-beri.

The railway work has proceeded without hindrance on account of sickness throughout the year.

The camps at No. 5 Tunnel, Tai Po Kau, have been very unhealthy since work began there, but are now showing great improvement.

The Europeans especially suffered badly from malarial fever in the summer in spite of the administration of prophylactic doses of quinine.

The ground is very wet and soft and with repeated land slides which occurred on opening up the south end of the tunnel, pool-floods could not be prevented.

The workmen, moreover, in consequence of the extremely wet nature of the ground, have had to work under most trying conditions, almost always being knee-deep in water or soft mud and this no doubt has been a responsible factor in the incidence of sickness.

Now that the work is well in hand drainage and scavenging are being carried out as thoroughly as possible, coolie houses are frequently cleaned with disinfecting fluids and the result has been a remarkable improvement.

Oil is used freely all over the line as a means of destroying mosquito larvae in pools impossible to drain.

Cases books have been kept at the two main camps at Beacon Hill Tunnel, and since the appointment of a resident assistant medical officer at Tai Po Kau, at that place also.

It is impossible to record every case of sickness occurring amongst the coolies living in outlying marshes, but, speaking generally, there has been a great decrease in all cases occurring in places not attached to main camps as well as in the main camps themselves.

Quinine has been dealt out freely, though perhaps not so freely as formerly as I found that a considerable amount was wasted by being thrown away into the nullahs or bartered at the small stores for food, etc., the natives, especially when new to the territory, not taking kindly to the drug, and it has often to be given under compulsion. As soon as the practice was discovered steps were taken to stop it.

Serious accidents have, fortunately, been rare during the year.

One of the most troublesome ailments at present is the effect of the dynamite fumes in the big tunnel.

The heading is about 3,000 feet from the entrance at each face. Ventilation will, however, be much improved when the headings meet in the course of a few months allowing a free current of air through the whole length of the tunnel.

Most of the workers, especially at South Face, suffer constantly from severe irritation of throat and lungs as a result of breathing the air heavily charged with dynamite fumes.

Occasionally coolies have to be carried out from the workings being overcome by the fumes after blasting operations. A few minutes in the fresh air, however, always revives them and there have been no serious results.

The total number of cases treated at North and South Face Camps, No. 2 Tunnel, during the year is—

1907.....3,667
1908.....2,064

Of these the following are the principal diseases:—

	1908.	1907.
Malaria.....	566	1,168
Dysentery.....	53	124
Beri-beri.....	8	81
Injuries.....	34	371

The following table shows the monthly malaria returns at the two camps and the comparative percentages for 1907 and 1908:—

	1907	1908	1907	1908
Number of cases	3,667	2,064	100	100
Percentage	100	100		
Jan.	107	107	2.9	5.2
Feb.	107	107	2.9	5.2
Mar.	107	107	2.9	5.2
Apr.	107	107	2.9	5.2
May	107	107	2.9	5.2
June	107	107	2.9	5.2
July	107	107	2.9	5.2
Aug.	107	107	2.9	5.2
Sept.	107	107	2.9	5.2
Oct.	107	107	2.9	5.2
Nov.	107	107	2.9	5.2
Dec.	107	107	2.9	5.2

The total number of patients seen at the No. 2 Tunnel Camps from August (when a resident assistant medical officer was appointed and records could be kept) December 31st was 403.

Of these the following were the principal diseases:—Malaria, 147; ulcers, etc., 75; skin diseases, 41; dysentery and diarrhoea, 22; beri-beri, 4; injuries, 19.

Cases of malaria.....43
Percentage.....72

The following table shows the cases sent to hospital during the year:—Malaria, 37; dysen-

tery, 11; beri-beri, 16; injuries, 21; cellulitis, ulcers, etc., 7; debility, 3; chest diseases, 4; typhoid, 1; diseases, 2; venereal, 2; alcoholism, 1; hepatitis, snake bite, 1; gonorrhoea, 1; leprosy, 1; plague, 1; adenitis, 1; lymphoma, 1; pleurisy, 1; rheumatism, 1. Total, 113.

During the year 44 deaths occurred on or near the railway works. The following were the causes:—Malaria, 14; beri-beri, 13; injuries, 7 (one murder), dysentery, 3; heart failure, 1; small-pox, 1; plague, 1; pneumonia, 1; phthisis, 3.

A great many of these cases are unknown wanderers (not railway employees) who attach themselves to a camp when sick in the hope of finding shelter.

Unfortunately the number of sick loaders is on the increase.

Five Europeans have been invalided to England for the following diseases:—

Abcesses of liver, malaria.....1
Paralytic stroke.....1
Malaria, peripheral neuritis.....1
Chronic bronchitis, peripheral neuritis.....1
Perineal abcesses, boils, etc.....1

The preventive measures adopted against disease, viz., scavenging, frequent cleaning of coolie lines, drainage and the free use of quinine have obviously resulted in diminishing considerably the incidence of the three most prominent and dangerous diseases, viz., malaria, dysentery, and beri-beri, as well as others of a less serious nature, and the results of these measures, have, I think, quite justified their adoption and consequent expense. The population is, however, a floating one and fresh cases are constantly being introduced from without, a serious factor to contend with in the attempt to eradicate disease.

A noticeable feature of the dispensaries is the frequency with which the neighbouring villagers bring their sick children, for medical advice and Western treatment.

THE MACAO BOUNDARY.

DIVERGENCE OF TREATY INTERPRETATION.

Under date, Shanghai, 5th May, "A Fortiguette" writes in the *N. C. D. News*:—After writing my previous letter regarding the delimitation of the Macao boundaries, I came across the following news, which is another proof that China's mind is being troubled by the Luzon-Chinese Treaty:—

"It is reported that the Waiwupu has found that there are differences in wording between the foreign text and the Chinese of the Sino-Portuguese Treaty and has asked Chang Chih-tung about it (as Chang Chih-tung concluded the treaty in 1888, while he was the Viceroy at Canton)."

This is a political puzzle that I am sure very few people, among those who pay their attention to the Macao Boundary Question, can unravel, as the public has yet to learn that there exists a Sino-Portuguese Treaty concluded by Chang Chih-tung in 1888 at Canton. There may be some secret pact, a thing most improvable, or a convention of a restricted character, but we look in vain for a treaty as mentioned above.

The allegation, therefore, falls to the ground for want of support.

The report, however, may refer to the Luzon-Chinese Treaty signed at Peking on December 1, 1887, by Senhor Thomaz de Souza Rosa, on the part of Portugal, and by Prince Ching and Sun I-wen, on the part of China. But no dispute, of the nature mentioned, could have arisen out of this treaty, which is written in three languages—Portuguese, Chinese and English, with a proviso whereby to all intents and purposes, it is as if written in one language only, English. Its Art. LIII reads:—

"In order to prevent for the future any discussions, and considering that the English language, among all foreign languages, is the most generally known in China, this Treaty, with the convention appended to it, is written in six copies, two in each language. All these versions have the same sense and meaning, but if there should happen to be any divergence in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubt that may have arisen."

The inference to be drawn from the reason given cannot be other than that, in this case also, the allegation is doomed to failure.

I observe that the Macao Boundary Question is now to be decided at Peking between the Waiwupu and the Portuguese Minister. This is welcome news, as, free from local influence, we may expect a satisfactory arrangement being come to by the two Governments interested in this momentous question.

THE NIPPON YUSEN KAISHA.

GOVERNMENT VESSELS A HANDICAP.

The Nippon Yusen Kaisha fleet at present comprises eighty steamers ranging between 700 and 8,500 tons, with an aggregate tonnage of about 299,300 in addition to forty steam launches representing a total tonnage of about 1,400. Besides these vessels, the company is taking charge of seven steamers with an aggregate tonnage of 27,491, which were prizes of war taken by the Navy, and two steamers with a total tonnage of 8,442 belonging to the Department of Agriculture and Commerce. These Government steamers, says a Tokyo dispatch to the *Asahi*, are used in carrying cargo to India or Australia. Owing to the depression in the marine transport business since last year the company has five steamers lying idle and not sufficient cargo can be obtained to load the Government vessels held in trust, thus adding to the difficulties of the company, which is anxious to return these steamers to the Government. The Navy and Agriculture and Commerce Departments have no means of keeping them, however. No purchases for the steamers willing to give reasonable prices can be found at present. It has therefore been arranged by the company and the Government that the steamers shall be retained by the company, and a allowance made by the Government towards the expenses of maintenance.—*Tokyo Chronicle*.

A CRUEL INDIAN.

BRUTAL TREATMENT OF INJURED G.O.A.

Occasionally, the Police are responsible for bringing to book unscrupulous individuals whose handling of helpless animals are inhuman to a degree and in many cases quite uncalled for. Several instances of harsh treatment in the matter of animals have periodically been brought before the proper authorities, who meted out adequate punishment to the callous offenders. One such case was brought in the Police Court, this morning, when a youthful Indian tailor, who rejoices in the name of Mengli appeared on a charge of ill-treating a goat. It appears that Mengli the other day had charge of the animal at Kowloon and while in Nathan Road, the Indian was observed in the act of administering a vicious kick to his charge, which was suffering from a bad sore in one of its legs, the kick being deliberately planted on the sensitive spot. Police-constable O'Connor, who was on duty at the time, fortunately caught the Indian red-handed in the act and immediately placed him under arrest. This morning, the Indian was placed in the dock, when the presiding magistrate imposed a fine of \$10, which should be considered a very light punishment, considering the nature of the offence.

THE STRANDING OF THE
"INDRANI"

NAVAL COURT OF INQUIRY.

A Naval Court of Inquiry was held at the British Consulate-General, Kobe, on the 3rd inst., to investigate the circumstances attending the stranding of the British steamer *Indrani*, 3,226 tons net, bound from Nagasaki to Kobe, on the island of Moshima, in the Inland Sea, on the 14th ultimo. Mr. J. B. Rentiers, H.B.M.'s Vice-Consul, presided, the assessors being Captain W. W. Cooke, R.N.R., master of the P. & O. steamer *Perla*, and Captain Sale, of the steamer *Namanga*.

After summarising the evidence which had been heard the Court found as follows:—

"That the stranding was due firstly to the under-estimation of the speed of the ship between Takaikami and Moshima, the estimates made of the distance run differing greatly; the pilot's estimate being 10½ miles and the third officer's 8½, whereas the true distance was 14½ miles. Secondly, to an unusual set of the tide to the N.W. in the neighbourhood of Moshima not anticipated by the pilot. The Court is satisfied that the absence of soundings being taken did not contribute in any way to the accident, there being no change in the depth of water, and that the error of the standard compass were correctly known and applied. In these circumstances the Court holds that the master must be held free from all blame, but it considers that the pilot committed an error in judgment, setting the conditions of weather, in not ordering the master to anchor before approaching narrow waters. The Court, considering that the third officer might have used his discretion in warning the master, after he had gone below for his breakfast, that the weather seemed thicker. The Court, in pursuance of the powers vested in it by Section 438 of 57 and 58 Vict. Chap. 60 orders that the costs of the Court amounting to £6 12s. 6d. be paid by the master, being a party to the proceedings in the said Court, and he is hereby ordered to pay the amount accordingly. The expenses of the Court fixed at £6 11s. 6d. are approved."

The finding was signed by Mr. John B. Rentiers, H.B.M.'s Vice-Consul, President of the Court, Captain Cooke, R.N.R., Master of the P. & O. steamer *Perla*, and Captain Sale, Master of the steamship *Namanga*.

CAUSES OF MALARIA.

THE DIGGING THEORY DISCUSSED.

In his report on malaria in Mauritius Professor Ross under the heading "Is Malaria due to the soil?" deals with various contentions urged against the anopheline theory. The paragraph in answer to the contention that malaria is produced by digging is of sufficient local interest to be reproduced in full. Professor Ross says:—

"In section I we saw that the theory of the marsh miasm gradually grew into the telluric hypothesis, according to which malaria is caused by a poison which exists in suitable soil and which escapes from it when it is disturbed; and instances which apparently support this idea are still cited. From what has just been said the reader will gather that many of them are probably only relapses occurring among previously infected workmen; while others may quite possibly be caused in the usual way by anophelines bred in marshes close to the spot where the soil has been disturbed. Both of the explanations are extremely probable in the case of large operations such as railway and canal works, where hundreds of native workmen are crowded together, housed in rough tents or huts, and perhaps exposed to much fatigue and to the attacks of many mosquitoes. But nevertheless malaria may be caused actually by the digging though not in the way suggested by the telluric hypothesis. I believe that this point was first cleared up by my own observations made in connection with the Sierra Leone railway in 1899. Severe malaria had occurred along the course of the railway while it was being made. On visiting the scene we found innumerable puddles full of the larvae of anophelines by the side of the railway embankments, in the 'borrow pits' from which earth had been taken for building the embankments, and even under the railway sleepers. I saw the same thing in connection with the Lagos railway in 1906. In fact the matter has now become a commonplace with students of malaria. Hence we must end by admitting that disturbance of the soil is really apt to cause malaria, but that it may do so, not by liberating any telluric miasm, but by encouraging the breeding of the anophelines and the occurrence of relapses among workmen."

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SHANGHAI, PENANG & CALCUTTA	TUESDAY, 18th May, 4 P.M.	
SHANGHAI, PENANG & CALCUTTA	TUESDAY, 18th May, 4 P.M.	
SHANGHAI, PENANG & CALCUTTA	TUESDAY, 18th May, 4 P.M.	

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Steamship	Tons	Captain	For	Sailing Date
AFIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd May, at Noon.
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 21st May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. HONGKONG, 15th May 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon and Cabin—Electric Light—Perfect Cuisine—Furniture and Stowage carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
AFIRO	2540	R. Rodger	MANILA	SATURDAY, 22nd May, at Noon.
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 21st May, at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. HONGKONG, 15th May 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE. REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU 6,000 tons gross Sail 1st June, 1909, at Noon.
S.S. MANSU MARU 5,000 " 1st July, 1909, at Noon.
S.S. AMERICA MARU 6,000 " 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU 6,000 " 26th Oct., 1909, at Noon.
S.S. MANSU MARU 5,000 " 10th Dec., 1909, at Noon.

For particulars, apply to K. MATSUDA, Manager. TOYO KISEN KAISHA, York Building. Hongkong, 4th May, 1909. [257]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY). REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from Ubiha and Japan to San Francisco.

THE Steamship "AMIRAL EXELMANS" 10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong. Hongkong, 14th April, 1909. [58]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE (Calling at Timor, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.).

THE Steamship "ALDENHAM" Captain St. John George, will be despatched as above on WEDNESDAY, the 26th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 10th May, 1909. [403]

THE BANK LINE, LIMITED. Taking Cargo on through Bills of Lading in all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG VICTORIA, B.C., SEATTLE & TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
Sverdrup	6,332	Shotton	3rd June 1909

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DOWELL & CO., LIMITED, General Agents. Queen's Buildings, Hongkong, 24th April, 1909. [11]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers "KWONG TUNG" Capt. H. W. WALKER "KWONG SAI" Capt. E. S. GOWE.

Leave Hongkong for Canton at 9 every evening. (Sundays excepted).

Leave Canton for Hongkong at 5.30 every evening. (Sundays excepted).

These fine Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4. Meals.....\$1.00 per day.....\$1.50 each.

The Company's Wharf is situated in front of the New Wharves Market, opposite the old Harbour Office.

TURN ON S.S. GO, LD. AND SHUN S.S. GO, LD. No. 7, Queen's Road West. Hongkong, 24th April, 1909. [15]

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th May, 1909. per 5 Man.

BUTCHER MEAT.

Corrected 15th May, 1909. per 5 Man.

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SHIPPING AND MAILS

MAILS DUE

Indian (*Kaituma*) 17th inst.
German (*Prinzess Alice*) 18th inst.
German (*Prinzess Alice*) 28th inst.
The M. & O. Line's *Erroll* arrived at Salina Cruz on 17th inst.
The T. K. K. s.s. *Hongkong Maru* is due to arrive here on 20th inst.
The S. S. *Zafra* left Manila on 15th inst., and is due here on 17th inst., at 6 p.m.
The C. N. Co.'s s.s. *Chienan* left Shanghai on 16th inst., and may be expected here on 18th inst.
The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver on 15th inst., for Hongkong via the usual route of Call.
The P. M. S. Co.'s s.s. *Asia* from San Francisco, left Yokohama yesterday, and is due to arrive at this port on 23rd inst.
The C. P. R. Co.'s s.s. *Montezuma* arrived at Shanghai at 7 a.m., on 14th inst., and left again at 4 p.m., same day, for Nagasaki, where she is due to arrive at 6 a.m. on 16th inst.
The Imperial German Mail s.s. *Luzon*, carrying the German Mail, with dates from Berlin of the 21st ult., left Singapore to-day, at 8 a.m., and may be expected here on 19th inst., at noon.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory.

On the 15th at 10 a.m.—The barometer has risen moderately over S.W. China and Tongking and fallen slightly over Formosa, the R. Looboo and N. Luro.

A depression formed over the N.E. part of China Sea, is situated this morning to the South of Formosa. It is probably moving towards N.E.

An area of low pressure, is shown over E. Manchuria, and the barometer has fallen moderately at the northern stations.

A high pressure area covers W. China.

Fresh to strong N. and N.E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. winds, fresh; weather improving.

2.—Formosa Channel, N.E. and N. winds, fresh to strong.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Shivia, Ger. s.s., 4,100, Pörschke, 14th May, Hamburg 31st Mar., and Singapore 8th May, Gen.—H. A. L.

Kwaiyang, Br. s.s., 1,012, M. Dawson, 14th May, Gen.—Chefoo 10th May, Gen.—B. & S.

Helene, Ger. s.s., 771, J. Jensen, 14th May, Tourane 11th May and Hoihow 13th, Rice and Gen.—J. & Co.

Kueichow, Br. s.s., 1,215, G. Byers, 15th May, Tientsin 6th May, Gen.—B. & S.

Kwangle, Chi. s.s., 1,403, Froberg, 15th May, Shanghai 12th May, Gen.—C. M. S. N. Co.

Huangshan, Br. s.s., 1,370, S. Wilde, 15th May, Chinkiang 3rd May, Gen.—J. M. & Co.

Siguan, Br. s.s., 1,047, F. Jamieson, 15th May, Haiphong 9th May, and Hoihow 14th, Gen.—B. & S.

Fudo Maru, Jap. s.s., 1,171, Goto, 15th May, Wakamatsu 9th May, Gen.—M. B. K.

Clearances at the Harbour Office.

Typhoon, for Biliton.

Copli, for Singapore.

Kueichow, for Canton.

Hal Tin, for Canton.

Gumkang, for Cebu.

Bangyang, for Shanghai.

Silvia, for Shanghai.

Helene, for Swatow.

Michael Jensen, for Kaituma.

Kwaiyang, for Canton.

Anhui, for Shanghai.

Fudo Maru, for Canton.

Dafin Maru, for Swatow.

Victoria, for Haiphong.

Damigh Hall, for Bangkok.

Departures May 15.

Delta, for Europe.

Sufang, for Kueichow.

Rubi, for Manila.

Bani Maru, for Woji.

Antenor, for Shanghai.

Bingo Maru, for Kobe.

Kaituma, for Hoihow.

Benlomo, for Japan.

Kueichow, for Canton.

Shankung, for Chinkiang.

Sunglang, for Hoihow.

Typhoon, for Amoy.

Copli, for Bombay.

Michael Jensen, for Tientsin.

Typhoon, for Macassar.

Per *Kueichow*, from Tientsin—Messrs. Castro, Dickson, Mr. and Mrs. Mitchell and 2 children, and Mr. and Mrs. Johnson.

Passengers departed.

Per *Delta*, for Singapore, Gen.—Mr. and Mrs. P. H. King, Mr. Van de Stadt and family, Capt. L. M. F. J. Lloyd, Messrs. W. M. Symonds, Davidson, Mrs. Crane, Mrs. 2 Misses Siele, Misses Frank (2), Messrs. E. Wylly, Schuler, P. A. Russell, G. H. Byrant, F. Anderson, L. Kerr, Bodwell, F. Harrell, A. Cuff and family, Mrs. Barrett and child, Mr. and Mrs. A. Hunt, Messrs. Goldstein and A. Doodha.

Per *Bingo Maru*, for Japan—Mr. V. Chirrol, Capt. Taniguchi, Mr. and Mrs. Hattori, Messrs. Hugh Kell, E. Stark, Mr. E. Tuck, Messrs. Paul Knight, Robert Knight, Col. Miyokawa, Mr. R. Thomson, Master Matudaira and maid, Mr. and Mrs. Hachidji, Messrs. Fong Nam, D. N. Assompli, F. L. Orono Jewell, Dr. R. MacNair, Miss Mary, Mrs. West, Mrs. Jackson, Mrs. Urban, Mrs. Ashley, Misses Zella, Bell, Messrs. Byssack, Urban, Roma, Abil, Leman, K. Inouye, Ware, F. Daniel, Dick Bell and Hernandez.

Shipping Reports.

Str. *Kueichow*, from Tientsin—Fine weather throughout.

Str. *Silvia*, from Hamburg and Singapore—Had a good and pleasant trip; all well on board.

Str. *Kwangle*, from Shanghai—Fresh N.E. wind to Brecker Point wind, shifted into N.W. strong with rain.

VESSELS IN PORT.

STREAMEERS.

Amara, Br. s.s., 1,560, Matlock, 15th May, Saigo 9th May, Rice, J. M. & Co.
Amigo, Ger. s.s., 771, H. Frandsen, 14th May, Manila 14th May, Ballast—J. & Co.
Anhui, Br. s.s., 1,350, J. Meathrel, 14th May, Canton 13th May, Gen.—B. & S.
Chiyu Maru, Jap. s.s., 1,346, W. W. Greene, 14th May, San Francisco 16th April, Honolulu 22nd, Yokohama 5th May, Kobe 7th, Nagasaki 9th, and Shanghai 11th, Gen.—T. K. K.

Chouling, Ger. s.s., 1,021, J. Bruhn, 10th May, Bangkok 31st April, Rice and Wood—B. & S.
Chowla, Ger. s.s., 1,115, F. Schmeitz, 10th May, Bangkok via Swatow 1st May, Rice—B. & S.

Daiju Maru, Jap. s.s., 980, Y. Kaburaki, 12th May, Tamsui via Amoy and Swatow 11th May, Gen.—O. N. K.

Empress of India, Br. s.s., 5,910, E. Beetham, R.M.R., 14th May—Vancouver 22nd April, and Shanghai 11th May, Mails and Gen.—C. P. R. Co.

Hainan, Br. s.s., 616, J. W. Evans, 14th May, Swatow 13th May, Gen.—D. L. & Co.
Heim, Nor. s.s., 758, A. Erickson, 14th May, Bangkok 5th May, Rice—Yuen Fat Hong.

Jacob Dietrichsen, Ger. s.s., 673, A. Hansen, 10th May, Hoihow 9th May, Gen.—J. & Co.

Johanne, Ger. s.s., 952, J. Iversen, 13th May, Wuhu 9th May, Rice—J. & Co.
Kennecott, Br. s.s., 3,301, C. R. Baynon, 12th May, Swatow 11th May, Ballast—S. O. Co.

Korat, Ger. s.s., 1,223, W. Schmidt, 7th May, Bangkok 1st May, Rice—B. & S.
Laertes, Br. s.s., 1,340, D. C. H. Frampton, 12th May, Saigon 8th May, Rice, Meal and Gen.—Wo Fat Sing.

Laisang, Br. s.s., 2,244, F. Wheeler, 11th May, Calcutta via Penang and Singapore 5th May, Gen.—J. M. & Co.

Locksley, Ger. s.s., 1,020, W. Taubert, 7th May, Bangkok 16th April, Rice—M. & S. Co.

Manchuria, Am. s.s., 8,750, A. Dixon, 10th May, San Francisco 9th April, and Manila 7th May, Mails and Gen.—P. M. S. S. Co.

Manila, Ger. s.s., 1,793, J. Miessen, 1st May, Sydney 8th April, and Manila 28th May, Gen.—M. & Co.

Nam Sang, Br. s.s., 2,591, P. M. B. Lake, 1st May, Yokohama 30th April, Kobe and Moji 8th May, Coal and Gen.—J. M. & Co.

Samson, Ger. s.s., 998, Pedersen, 14th May, Bangkok 7th May, Rice and Timber—B. & S.

Tamsui, Br. s.s., 917, Lennox, 6th May, Swatow 4th May, Ballast—B. & S.
Teau, Br. s.s., 1,346, A. W. Outerbridge, 14th May, Manila 11th May, Gen.—B. & S.

Taitau, Ger. s.s., 1,002, Fr. Bücking, 10th May, Bangkok 3rd May, Rice and Meal—B. & S.

Victoria, Swed. s.s., 980, Ekert, 13th May, Haiphong 10th May, Gen.—Po Hing Tai.

Y. Sontua, Am. s.s., 38, Garwaha, 13th April, from Manila, Sugar—Yuen Sheng & Co.

SAILING VESSELS.

Alcedes, Br. 4-masted bark, 2,968, L. Smith, 1st May, Kobe 23rd April, Gen.—S. O. Co.

Steamers Expected.

Yates's

From

Agents

Days

Kaga Maru

Socotra

Namur

Chiobu

Kutsang

2nd

Nippon

F. F. Ferdinand

Luetow

Asia

Takasaki Maru

P. Waldemar

Emp. of Japan

Changsha

DOCK RETURNS.

HONGKONG AND WHARF DOCKS.

Scandia

Y. Sontua

Sui Tai

Ships Passed the Canal.

2nd April—Constantia. 6th April—Wray

Castro, Sado Maru, Nore, Palermo, Fathn,

13th April—Benlomo, Benlomo, Ganturri,

Prins Eitel Friedrich, Promethus, Salsola,

Songmou, Thaisu, Tourane, Westphalia,

Yoon, 16th April—Kaituma, Nippon, Bingo

Maru, Dardanelus, Hudson, Polynesian, Silbia,

Tamba Maru, 20th April—Palawan, Gassu,

23rd April—Asiyanax, St. Patrick, Achilles,

Antenor, Namur, Palawan, Sazonia, Kamo

Maru, 23rd April—Cardiganthra, Nera,

27th April—Lutoku, Benmohr, Braemar, Dor-

mund, Laertes, Sakhota, 30th April—Sydney,

Albana, Menclani, Inaba Maru, Kawachi

Maru, Prins Ludwig, 4th May—Cyclon,

Banca, 7th May—Paiho, Caledonia, Glenelg,

Ping Sui, Simla, Colfax, 10th May—Ber-

lin, Elbe, Sumatra, Badua, Paris,

Prins Regent, Luftfeld, Slava, 14th May—

Goslin, Norman Prince, Vorwaerts, Hattai

Maru, Benlomo, Tourane, Sanuki Maru,

Arrivals at Home—2nd April—Glasgow,

6th April—Ducillon, Camarzonhira, Pak

Line, 13th April—Aragosta, Awa Maru,

Constantia, Spreuswald, Silbia, 16th

April—Lyndhurst, Princess Alice, Tourane,

Slavonia, Montgomeryshire, 20th April—Yed-

do, Promethus, 21st April—Nora, 23rd April—

Tamba Maru, 27th April—Macdonald, Ben-

clough, Hadady, Andalusia, Westphalia, 30th

April—Kaituma, Nera, 4th May—Thorid,

Achilles, 17th May—Tamba Maru, Laurin,

Palawan, 17th May—Dardanelus, Sazonia,

14th May—Caledonia, Prins Ludwig.

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Approximate times of closing mails at Shanghai via Dalay and Siberia.

20th May at 9.00 A.M.

22nd " at 8.30 P.M.

26th " at 8.30 P.M.

29th " at 8.30 P.M.

31st June at 8.00 A.M.

A Mail will close for—

Swatow—Per *Hainan*, 16th May, 9 A.M.

Swatow, Amoy and Tamsui—Per *Dafin Maru*, 16th May, 9 A.M.

Swatow, Singapore and Bangkok—Per *Taitau*, 16th May, 9 A.M.

Manila—Per *Kennecott*, 17th May, 5 P.M.

Bangkok—Per *Locksley*, 18th May, 10 A.M.

Weihaiwei, Chefoo and Tientsin—Per *Chai Ming*, 18th May, 10 A.M.

Shanghai, Nagasaki, Kobe, Shimizu, Yokohama, Honolulu and San Francisco, Siberian Mail to Europe—Per *Manchuria*, 18th May, 11 A.M.

Swatow, Amoy and Foochow—Per *Halting*, 18th May, NOON.

Manila—Per *Tian*, 18th May, 2 P.M.

Singapore—Per *Kintuck*, 18th May, 2 P.M.

Singapore, Penang and Calcutta—Per *Namang*, 18th May, 2 P.M.

Kobe—Per *Amara*, 18th May, 3 P.M.

Shanghai—Per *Wingling*, 18th May, 3 P.M.

Shanghai, Yokohama, Kobe and Moji—Per *Kaituma*, 19th May, 10 A.M.

Manila, Yapo, Fr. Wilhelmshafen, Singapore, Hainan, Hermetshofe, Matupi, Brabant, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Manila*, 20th May, 5 P.M.

Singapore, Penang and Calcutta—Per *Laitang*, 21st May, 11 A.M.

Swatow, Amoy and Foochow—Per *Halting*, 21st May, NOON.

Newchwang—Per *Kueichow*, 21st May, 3 P.M.

Manila—Per *Yuenang*, 21st May, 5 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Yokohama, Honolulu and San Francisco—Per *Chiyu Maru*, 22nd May, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.), Siberian Mail to Europe—Per *Empress of India*, 22nd May, 5 P.M.

SHANGHAI VIA SIBERIAN Mail to Europe—Per *Chienan*, 22nd May, 6 P.M.

Singapore and Samarang—Per *Copling*, 25th May, 10 A.M.

Europe, India, via Taitcoria—Per *Oswald*, 26th May, 11 A.M.

Manila—Per *Taming*, 26th May, 2 P.M.

Singapore, Penang and Colombo—Per *Iyo Maru*, 26th May, 5 P.M.

Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Aldenhay*, 26th May, 11 A.M.

Manila—Per *Yingchow*, 27th May, 3 P.M.

Manila—Per *Loonging*, 28th May, 3 P.M.

CHINA COAST METEOROLOGICAL REGISTER.

May 14th, 1900, A.M.

Vladivostok, 7 a.m. 29.86 4 100 SE 0 1

Nemuro 6 a.m. 30.12 — — — —

Hakodate 5 a.m. 30.09 — — — —

Kochi 4 a.m. 29.91 — — — —

Nagasaki 3 a.m. 29.85 — — — —

Kagoshima 2 a.m. 29.80 — — — —

Oshima 1 a.m. 29.75 — — — —

Naha 12 a.m. 29.70 — — — —

Ishigakijima 11 a.m. 29.65 — — — —

Bonin Is. 10 a.m. 29.60 — — — —

Chefoo 9 a.m. 30.05 40 78 W 2 b

Weihaiwei 8 a.m. 30.03 54 — — — —

Hankow 7 a.m. 30.12 18 94 N 2 d 0

Kiukiang 6 a.m. 30.05 62 NE 3 0

Shanghai 5 a.m. 30.07 61 77 ENE 2 0

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$15,500,000 }	\$1,006,334	{ Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	52 %	{ \$910 buyers London, 2/8.10 }
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £15,000 }	\$10,223	\$2 (London 3/6) for 1903		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$32,757 \$11,990 \$185,000 }	none	\$14 for 1907	74 %	\$197½ buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 307,747 Tls. 118,477 \$3,000,000 }	Tls. 160,512	Interim of 7/6 for 1908	51 %	Tls. 104 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$107,148 \$105,349 \$68,150 }	\$1,649.91	{ Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	51 %	\$845 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$14,415 \$100,000 }	\$707,037	\$12 and bonus \$3 for 1907	71 %	\$125 buyers
FIRE INSURANCES.								
Ghbia Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$128,661 \$13,802 }	\$375,341	\$6 and bonus \$1 for 1907	71 %	\$108 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$148,173 }	\$568,711	\$27 for 1917	8 %	\$345 an. and
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 \$164,637 \$99,067 }	\$1,085	\$1 for 1906		\$11
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$150,000 \$607,500 \$79,428 \$15,344 \$14,000 }	Nil.	24 for year ending 30.6.1908	7 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000,000 \$150,000 \$607,500 \$79,428 \$15,344 \$14,000 }	\$20,279	Final of 14 making \$24 for 1908	78 %	\$314 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£5 £5	£5 £5	{ £1,000,000 £14,415 £100,000 }	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3. 154	4 %	{ \$51 buyers \$28 buyers }
Shanghai Tug and Lighter Company, Limited	200,000 100,000 2,000,000	Tls. 50 £1 \$10	Tls. 50 £1 \$10	{ Tls. 75,000 Tls. 280,000 £2,000,000 \$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000 }	Tls. 14,510 £61,817 \$98	Final of Tls. 14 making Tls. 31 for 1908	74 %	{ Tls. 53 buyers Tls. 53 buyers 50/6 buyers }
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$98	Second interim of 1/- for a/c 1908	7 %	\$16 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,000,000 \$1,000,000 \$1,000,000 }	\$98	\$1.00 for year ending 10.4. 1908	4 %	\$16 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 481,479 Tls. 44,100 Tls. 8,000 Tls. 7,000 }	Tls. 2,215	Final of Tls. 11 making Tls. 24 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,000,000 \$15,848 }	Nil	\$5 for year ending 31.12.08	31 %	\$140 an. and
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$15,848 }	Nil	\$5 for 1897		\$16
Perak Sugar Cultivation Company, Limited	7,000	18. 50	Tls. 50	{ Tls. 100,000 }	Tls. 9,473	Tls. 34 for year ending 31.8.08		Tls. 175 buy
Mining.								
Ghlanse Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,289 }	£11,556	{ Interim of 1/8 (coupon No.12) for year ending 29.2.09	7 %	Tls. 161 buy
Riub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	{ £12,289 £12,289 }	Nil	No. 12 of 1/- = 18 cents		\$9½ buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$49,906 }	Nil	\$1.75 for year ending 31.2.06		\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$500,000 \$25,806 \$40,000 \$97,191 }	\$30,102	Final of \$14 making \$34 for 1907		\$19 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$500,000 \$25,806 \$40,000 \$97,191 }	\$187.78	Final of \$4 making \$8 for 1918	11 %	\$7
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 697,357 Tls. 50,000 Tls. 125,000 }	Tls. 33,742	Interim of Tls. 24 for 6 months ending 31st October, 1908	6 %	Tls. 85 buy
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,357 Tls. 50,000 Tls. 125,000 }	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	5 %	Tls. 171 sal
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$30,000 \$1,000,00				

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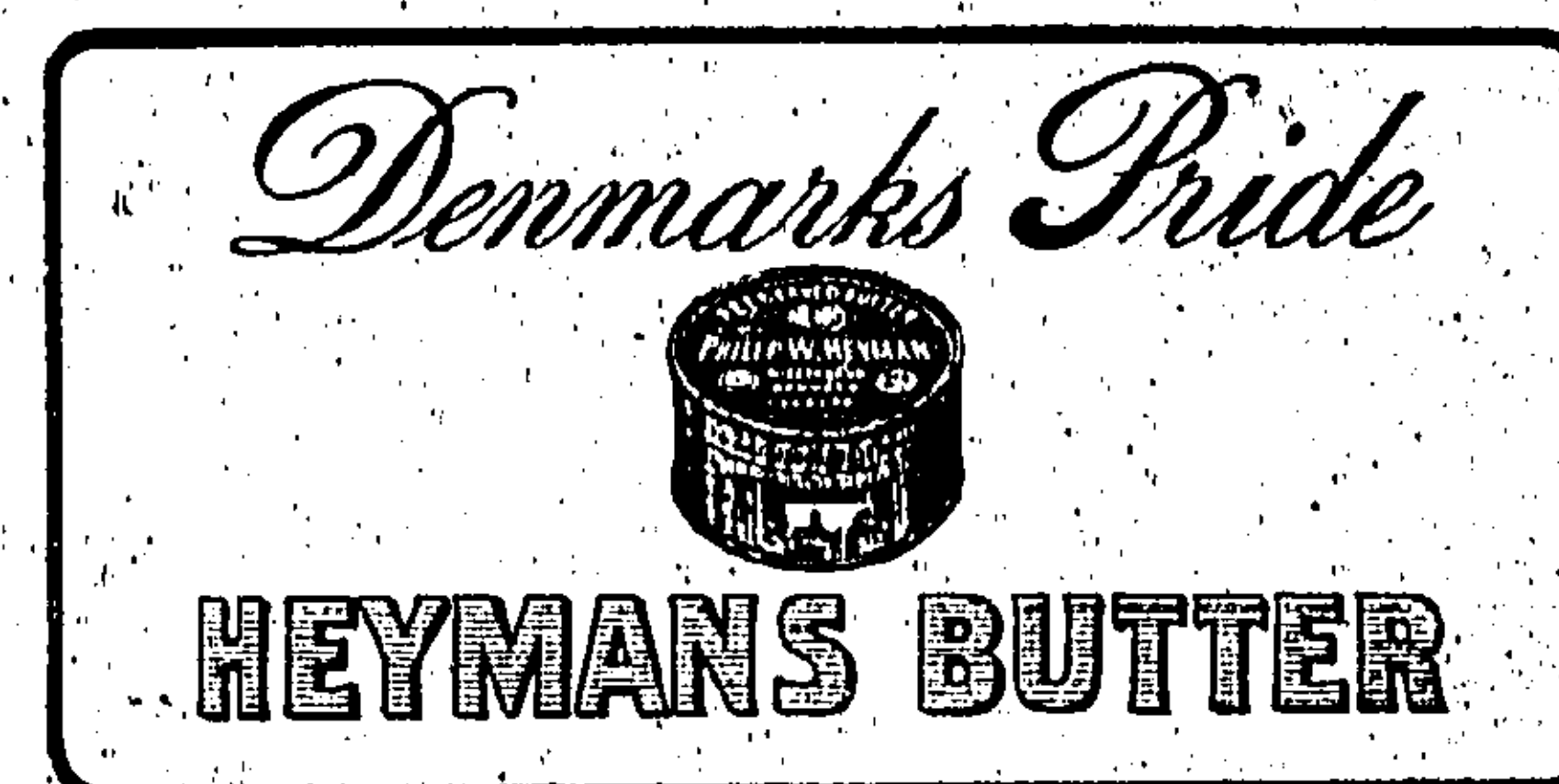
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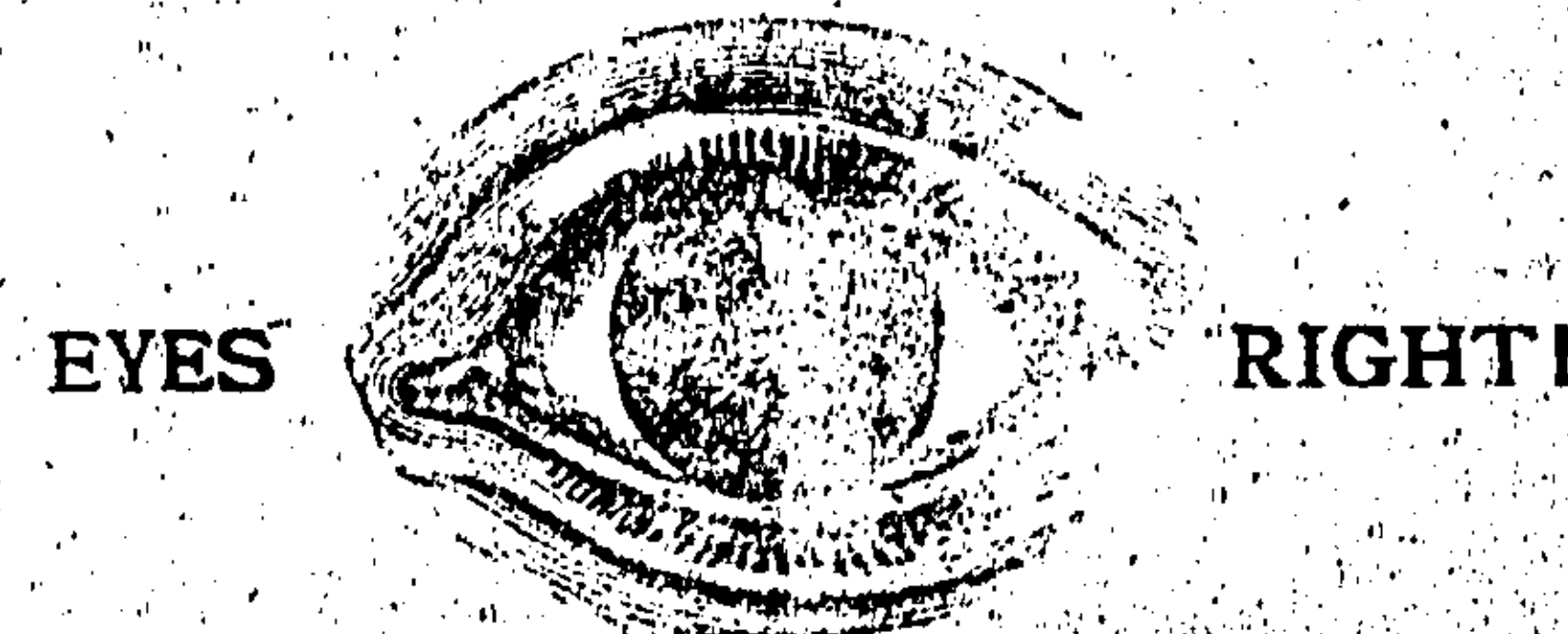
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